



ADDITIONAL PUBLIC COMMENTS

APPENDIX H: COMMENTS ON THE DRAFT EIS

December 31, 2012

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Dr., Suite 275
Glen Allen, VA 23060

Dear Study Team,

I wish to pass on the following concerns and recommendations regarding the proposed expansion of I-64 between Richmond and Newport News.

First, I recommend that the expansion be done in such a way that maximizes tree lines in the interstate medians. Having tall trees in the median serves to block the view of the opposite lanes. When an accident occurs, the traffic travelling in the opposite direction is often slowed to a crawl due to the rubbernecking effect. Tall trees in the median can prevent such an occurrence.

Secondly, I have noticed during the evening rush hour that traffic on I-64 West at Exit 255 is often backed up into the interstate. This frequent problem poses a significant hazard. The problem could be relieved by building exits at Bland Boulevard, Denbigh Boulevard, or both.

Finally, I recommend that the cloverleaf pattern of exits be eliminated and discontinued. These cloverleaf patterns exist at the Fort Eustis Boulevard Exit (Exit 250) and the Route 199 Exit (Exit 242), among other places. Traffic is often slowed at such exits because traffic entering the freeway and traffic exiting use the same lane. Entering traffic does not have the opportunity to get up to freeway speeds after having to negotiate a tight curve. That entering traffic then must yield to exiting traffic that is merging into the same lane. This cloverleaf design is the main reason why traffic on I-64 East is often bogged down at the Fort Eustis exit. During the I-64 expansion, such cloverleaf patterns should be eliminated and replaced with entry/exit designs similar to the one at Exit 214 (VA-155/N. Courthouse Road).

Sincerely,



Frank J. Abbott
301 Par Drive
Williamsburg, VA 23188

From: Brian Bialas [mailto:catbialas@cox.net]
Sent: Tuesday, November 13, 2012 10:10 AM
To: Hampton Roads Public Info (VDOT)
Subject: No tolls - use gas tax

Name: Brian Bialas

E-mail Address: catbialas@cox.net

COMMENT

Instead of installing tolls on additional roads, strongly suggest a 5 to 10 cent gas tax-- this way everyone pays at the pump, there is little admin cost (vice tolls), there is no cost for toll booths (including express-drive thru), and with the gas fluctuation prices -- it probably wouldn't even be noticed.

Locality Selected --

Virginia Beach

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Tuesday, December 11, 2012

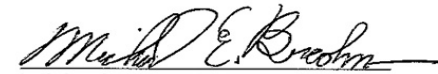
I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060

Dear Sir,

I am very much in favor of placing tolls on Interstate 64 to finance repairs and improvements for that roadway. Widening the area from Jefferson Ave to Lee Hall is critically needed. It is logical to apply user fees for this purpose. And I am confident that environment impact will not impede this project.

I support the proposed improvements to I-64.

Sincerely,



Michael E. Brookman
Hampton, Virginia



The Colonial Williamsburg Foundation
OFFICE OF THE PRESIDENT

January 7, 2013

Dear Mr. Butala:

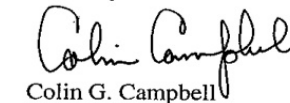
In conjunction with VDOT's ongoing I-64 Peninsula Study, please know the Colonial Williamsburg Foundation strongly supports efforts to widen the Interstate 64 corridor between Richmond and Hampton.

America's Historic Triangle of Jamestown, Williamsburg and Yorktown is one of the most significant drive-to tourist destinations on the East Coast. Visitation to the Historic Triangle and its historic sites and other attractions is estimated to total approximately 6 million individuals annually who contribute an estimated \$80 billion each year in state and local tax revenues. As the largest living history museum in the country, Colonial Williamsburg alone welcomes more than 1 million visitors annually to its historic area and art museums and to its lodging, dining, shopping and recreational facilities. Colonial Williamsburg therefore has a compelling interest in the future of I-64.

The clogged I-64 corridor, coming from both east and west, presents formidable challenges to tourism in Williamsburg. It poses a threat to the Foundation's ability to attract visitors and diminishes the experience of those who do come here. Transportation issues must not be permitted to put this nationally significant historic resource at risk. Moreover, as plans for this critically important widening project move forward, special attention should be focused on preserving the scenic and historic landscape of I-64 as it passes through the Historic Triangle, one of the most important heritage areas in Virginia and in the nation.

On behalf of the Colonial Williamsburg Foundation, I respectfully submit that widening I-64 and doing so in a way that is sensitive to the Commonwealth's historic resources should be a top priority.

Sincerely,



Colin G. Campbell

Mr. Rich Butala
I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lack Brook Drive, Suite 275
Glen Allen, Virginia 23060

"THAT THE FUTURE MAY LEARN FROM THE PAST"
Post Office Box 1776, Williamsburg, Virginia 23187-1776, Telephone: (757) 220-7200

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From: Paulina Fike [mailto:pmsaln@cox.net]
Sent: Thursday, November 22, 2012 12:12 PM
To: Hampton Roads Public Info (VDOT)
Subject: I-64 tolls

Name: Paulina Fike
E-mail Address: pmsaln@cox.net

COMMENT

I have been reading about the proposed construction on I-64 between Hampton and Richmond and the proposal to charge tolls to fund this project. I have lived in this area for many years and understand the concern about heavy traffic in this area. Poor planning, shortened areas of lane merges, and people who fail to maintain the posted speed are much to blame for this. I am however opposed to the idea of charging \$11.25 (or more) each way to construct extra lanes. If I need to purchase something for my family I must budget for this. If I don't have the money, they I have to save it and set it aside. I don't go out and take the money from my neighbor. If you do not have the money budgeted for this project, it is unfair to expect to get in from high tolls collected from those of us already overburdened by car, gas, and other taxes. Segregate monies from the general fund for necessary projects. If you do decide to toll the new "faster" lanes, be sure to leave some lanes without tolls so that those of us who are being bled just to pay for the gas can actually get to our destination.

Locality Selected --
Virginia Beach



January 7, 2013

Mr. Rich Butala
McCormick Taylor, Inc.
North Shore Commons A
49951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

Re: Interstate 64

Dear Mr. Butala,

I am writing on behalf of the 750 members of the Greater Williamsburg Chamber & Tourism Alliance, an organization dedicated to ensuring the economic health of the Historic Triangle, in support of action to alleviate congestion on Interstate 64 between Hampton and Richmond.

As acknowledged in work shared here in a public meeting last month, Interstate 64 is already severely congested and projections reflect a worsening of the situation into the future. We know of the congestion personally, but, more importantly, because we are the local organization in contact with visitors to this area, we hear their stories directly. I can't tell you how many times I have heard of four hour trips from D.C. to Williamsburg. Unfortunately, incidents such as those cause visitors to not return.

The Historic Triangle is important both because of what it represents in the history of our country and because of its economic impact to the state and our local area. If visitors choose not to return because of congestion, the economy suffers. More importantly, since our local economy is 75% businesses of 10 or fewer employees, the impact is more severe. Small businesses of this size do not have the resources to sustain themselves. Many will be forced out of business, not because of normal economic conditions, but because we have failed to provide for adequate infrastructure.

On behalf of these businesses, we urge that necessary steps to improve the congestion problem be taken. Interstate 64 is vital to our future. We recognize that all citizens will be asked to participate in funding improvements. The cost of no action will be greater than the cost of appropriate action.

Finally, we urge that engineering designs attempt to protect the aesthetics that not exist on this road. They provide the entry feel of the area, which is so vital to a positive sense of arrival.

We appreciate your consideration of our position.

Sincerely,

Richard A. Schreiber
President & Chief Executive Officer

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I-64 Peninsula Study

From: John Haldeman [jhhaldeman@gmail.com]
Sent: Tuesday, December 18, 2012 9:06 AM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing: Bruton HS, December 11, 2102
December 18, 2012

Gentlemen:

Widening I64 is misguided: Widening and extending freeways has never solved and will never solve traffic congestion. Widening and extending interstates simply extends the frontier of development, and the ensuing traffic growth quickly overwhelms the original intent of the project. Ask any resident of Northern Virginia; Fulton County, Georgia; or Nassau County, NY.

So what is the answer? How can this region provide for hurricane exodus and access for a growing port, an important military presence, tourists visiting the Historic Triangle and Virginia Beach, and casual local travelers without expanding the frontiers of development and thereby increasing pollution and creating even greater congestion (see Northern Virginia)? Some suggest improvements to rail service as an answer, which may help at the margin, although the economics are not encouraging.

Assuming that you are determined to forge ahead with this abomination, please consider an option that I did not see at the VDOT meeting last Tuesday at Bruton High School: add two lanes to I64, but have only three access ramps: I295 (Exit 200), Ft. Eustis Boulevard (Exit 234), and Mercury Boulevard (Exit 263). This would provide express service to port-bound trucks, to the military, and to those traveling between the Newport News/Norfolk/Virginia Beach megaplex without opening more rural lands to the type of the sprawl that has already despoiled the character of James City County and Williamsburg. This approach will also save construction costs and pollution associated with building numerous ramps. Locals and visitors to the Historic Triangle, on the other hand, will benefit from less traffic and heavy trucks on the four remaining lanes.

This is far from a perfect solution, as it still will introduce more air and water pollution, and further reduce the green corridor that presently greets visitors to our region. It also does not solve the region's critical problem of the congested river crossing. Still, politicians seem determined to carry out this misguided project, and limiting access will mitigate the ensuing destruction.

Sincerely,

John Haldeman
1597 Founder's Hill North
Williamsburg, VA 23185
757-229-2669

12/19/2012

Simms, D. E. 'Renee' (VDOT)

From: Rhonda Toussaint [Rhonda.Toussaint@governor.virginia.gov]
Sent: Thursday, February 21, 2013 12:41 PM
To: Simms, D. E. 'Renee' (VDOT)
Subject: Douglas Edward Hall CRM:0036191

Please prepare and send me a draft response to the constituent letter on behalf of the Secretary. When you send the response to me, please do so without changing the subject line.

(CRM Case Record: C13-88441-X5B5G4)

Follow Up By: 2/28/2013 12:00 AM

Street Address 1: 2560 Robert Fenton Road

Street Address 2:

Street Address 3:

City: Williamsburg

State: VA

Zip: 23185

Phone Number(s):

757-903-4611

Fax Number:

E-mail Address(es):
usafewo@yahoo.com

----- Original Message -----
From: Douglas Edward Hall
Received: 1/8/2013 9:59 AM
To: yy EadPortalGovCr
Subject: Hampton Roads Transportation Priorities

Governor McDonnell: I'm sure you are aware that the Hampton Roads area is in urgent need of transportation upgrades. I'm writing to strongly urge you to place the widening of I-64 from Newport News to Richmond as the top transportation priority for the state. I-64 is the primary transportation corridor to connect the port facility and the numerous military bases in Hampton Roads with Richmond, Washington, D.C and the rest of the nation. The congestion on I-64 has become terrible and something needs to be done sooner rather than later. I know VDOT has indicated widening the I-64 corridor is part of their long-range plan. However, waiting years

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for this long-range plan to come to fruition is totally unacceptable. This problem needs to be addressed NOW! I'm requesting your guidance to VDOT to move this project up on their planning timeline to get some action before this area gets totally clogged down in a daily gridlock. Thanks very much for your hard work and concern on behalf of the people of Virginia! Sincerely, Douglas E. Hall

I-64 Peninsula Study

From: Michael Halladay [mihalladay@gmail.com]
Sent: Wednesday, January 02, 2013 2:43 PM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing
Attachments: I-64 CIM MHalladay input0001.jpg; I-64 CIM MHalladay input0002.jpg

To Whom It May Concern - I attended the public information meeting held in Williamsburg on December 11, 2012, and wish to submit the following comments for the record:

1. I believe all appropriate issues have been adequately addressed, and hope that a build alternative can move forward quickly - even though I recognize that funding is not yet identified for this project.
2. I believe some combination of general purpose lanes on inside / outside of the existing lanes is the most appropriate alternative. Managed lanes do not make sense in this primarily rural area, in my opinion. I do NOT believe that the no-build alternative will meet needs; and urge that action be taken as soon as feasible to widen I-64.
3. If tolling is necessary to achieve initiation of the project in the short term, I support this, and would urge that full electronic tolls be used (i.e., no stopping at tollbooths.)

I found the displays and data available at the meeting very useful. Further, I would like to provide the following thoughts, which I also had shared at an earlier stage in the project development:

I have lived in James City County, Virginia, for about 3 years, after retiring from our previous home in Arlington, Virginia. I read about the upcoming public hearings on the I-64 Study in the Virginia Gazette, but unfortunately will be traveling when those meetings are held and cannot attend. I would like this email to be considered as my comments and input to the study. I found the 'Comment Form' on your website, and have attached scanned copies of my comments.

I would like to reiterate my key concern: the current 2-lane each-way configuration is grossly inadequate for capacity and safety reasons. The sections I travel regularly experiences decreased levels of service at just about any time of day, which is especially aggravated when freight trucks have to move to the left lane to pass slower-moving traffic. I also regularly travel the I-95 sections between Richmond and Washington, DC, and the 3-lane cross section is vastly superior in maintaining flow of traffic and increasing safety of vehicle maneuvers. I urge the study leaders to heavily weight the value of capacity and safety increases which would result from a 6-lane configuration from Newport News to the I-295 intersection at MP 200.

Michael Halladay
3037 Heritage Landing Road
Williamsburg, VA 23185

757-345-2796 (home)
MLHalladay@gmail.com

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From: paul h [paulhogge@hotmail.com]
Sent: Sunday, November 11, 2012 7:36 PM
To: I-64 Peninsula Study
Subject: I-64 Peninsula Study: CIM2 Comments
A concerned citizen,

Please consider adding an express lane and toll that only for the I-64 expansion.

Why would you toll everyone when the interstate is paid for. Only toll the new road, and make the new road separate from the existing interstate. We could use an option of choosing the existing interstate that is free or choose this new option of express interstate and pay a toll.

There needs to be an option of using the existing interstate I-64 for free and using this new expanded or new portion of I-64 as a toll.

Thank You,,

Paul Hoggard

From: Mike Homer [wedrive08@yahoo.com]
Sent: Friday, November 30, 2012 12:03 PM
To: I-64 Peninsula Study

Subject: NO NEW TOLLS

How much are you willing to pay for a gallon of milk?As a truck owner we already pay fuel tax on every gallon of fuel.We pay road use tax on every mile we drive in every state.We pay heavy use tax yearly.And we pay extremely high tolls on exsisting toll roads.You want to know how we cover all this?We raise the price we charge to deliver the food to the stores,We raise the price we charge to deliver the clothes to the stores,We raise the prise we charge to deliver the gas to the gas stations,We raise the price we charge to deliver the wood to the mills so we can raise the price we charge to home depot to haul the finished wood so they can charge you more to build your deck,and so on so forth!The trucking industry is about out of profit margin.How many tolls do you need to get to Norfolk?If you come from the north you pay to get across the bridge.From west the new 460 is getting under way,They're trying to get tolls on I-95 south of us.And now I-64!If i didn't know better i'd think i was in yankee land. Mike,virginia USA

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From: david.kendle [mailto:david.kendle@cox.net]
Sent: Tuesday, December 11, 2012 7:04 PM
To: Nies, Nicholas
Subject: I-64

Dave Kendle
121 alexander walker
Williamsburg
757-645-7026

Sir,

I am ready to go with any plan that adds lanes and coaleses the biggest consensus. Tolls don't bother me.

I am curious to see a diagram of what a new interchange would look like for Exits 234, 242, and 250. They all share the same issue of scary short acceleration lanes that seemed outdated even when I moved here in 1978.

Thanks,

Dave

From: Joyce Looney [wildcat1748@yahoo.com]
Sent: Friday, November 30, 2012 2:22 PM
To: I-64 Peninsula Study

Subject: Public Hearing Comments: I-64 Peninsula Study
Regardless of whether these routes are or are not approved in this proposal and regardless if they are passed or not...I will not use this road. I am sick and tired of "TRUCKERS" being forced to pay for the entire cost of any road. We are already paying enough taxes in fuel tax, road tax and highway use taxes. These proposed improvements are for roads that have never been "TOLL" roads. The citizens have more than paid for these FREE roads. I am an independent truck driver and I will not run to Hampton. I do have other choices. The cost to the companies and drivers only makes freight go up and that in turns raises the price the companies charge the consumer. Double taxation is unfair to truckers. Tolling free roads is not the way to fix roads. With OOIDA and other organizations, this proposal will be in limbo for years, with the courts deciding in the end. This is a waste of time and money. If the state would stop doing "studies" and take the fuel tax and put it towards road improvements, this problem would stop. The amount of money spent for the "big wigs" keeps going up and the public continues to pay the price.

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1987 Coggin Street
Petersburg, VA 23805-2055
November 28, 2012

Nicholas Nies
Project Manager
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, VA 23219


SUBJECT: **October 2012, "Interstate 64 Peninsula Study – Draft Environmental Impact Statement (DEIS)"**

Dear Nicholas Nies:

In reference to your **October 2012, "Draft Environmental Impact Statement (DEIS)"**, I think the more additional-lanes we have for this project the better-off the Peninsula, and Hampton Roads will be in the long-run [for the next forty (40) years]. Therefore I suggest we create two (2) addition lanes in each direction [amounting to four (4) eastbound lanes, and amounting to four (4) westbound lanes] amounting to a total of eight (8) lanes for the I-64 middle-sector [between Exit 200 at I-295 in Henrico, Virginia; and Exit 255 at Jefferson Avenue in Newport News, Virginia].

My home telephone number is (804) 733-7309.

Thank you in advance for your assistance.

Sincerely,

Isaac Lynch, Jr.

cc: Calvin L. Scovell III, Inspector General
Office of the Inspector General (OIG)
U. S. Department of Transportation (DOT)
1200 New Jersey Avenue, S.E., 7th Floor
Washington, DC 20590

From: Phoenix Malizia [phoenixmalizia@yahoo.com]
Sent: Thursday, December 06, 2012 1:29 PM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing Comments
To whom it may concern:

I have many years of experience traveling between Hampton and Richmond. It is my humble opinion that the section of I-64 that needs to be focused upon is the area west of Exit 255 (Jefferson Avenue). When one travels beyond Exit 255, I-64 changes from having three lanes of traffic plus an HOV lane, down to just two lanes of traffic. There is a horrible bottleneck there at every rush hour, as well as virtually all day Saturday and Sunday during the summer.

I-64 needs to be at least three lanes wide, extending at least as far west as the Rte. 199 interchange at Exit 242; I think this would buy us a good 15 years before it started to feel congested again. Of course, if you did make it four lanes instead of three, you'd probably be buying us at least an additional decade beyond that.

Sincerely,
Phoenix Malizia
323 Nancy Drive
Hampton, VA 23669
(757) 897-9075

PhoenixMalizia@yahoo.com

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I-64 Peninsula Study

From: Michael Miner [treasmtn@hotmail.com]
Sent: Thursday, January 03, 2013 8:36 AM
To: I-64 Peninsula Study
Subject: I -64 location public hearing comments

Alternative 5. eventually Americans that commute to work will have to carpool because of costs associated with owning/operating a car and insurance rates that won't be affordable. this is a wonderful opporutunity to get managed lanes constructed and tolling ready for what will become more and more common (paying a fee to drive somewhere) I personally do not commute on this corridor but use it to get to the mountains, and think it is a pretty drive with all the greenery. Cutting into the median for the required space will not diminish the beauty as there will still be trees between the east and west lanes.
in situations where the cut into the median will require a slope back, please consider planting native shrubbery and wildflowers that bloom in their season, but DON't plant grass that is boring, boring , boring to see.

Mike Miner

1/3/2013

From: David Obermark [littledavidobermark@gmail.com]
Sent: Thursday, December 06, 2012 6:13 PM
To: I-64 Peninsula Study
Subject: I-64 Peninsula Study: Public Hearing Comments

My name is David V. Obermark and I own Little David Transport, a trucking company operating out of Virginia Beach. I wish to comment on the proposal to toll I-64 from Richmond to Hampton.

What is Virginia trying to do, choke off all economic growth in the Tidewater Area? Tolls have an adverse impact on the economies in areas which are subjected to heavy tolls. The fairest, most efficient way to raise additional revenue for transportation improvements, if such revenue is needed, is to raise the fuel tax. If there is no political stomach to raise the fuel tax, then I would suggest it would be better for the Tidewater economy if we just left bad enough alone and lived with the congestion rather than subjecting more of the transportation lifelines which our region's economy depends on to tolls.

I would like to suggest that all citizens of Virginia benefit from the revenue raised from the ports in Tidewater, and all citizens will suffer if our ports become less competitive relative to other East Coast ports due to all the tolls that are going to soon go into affect or which are being considered.

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From: Kate O'Hagan [mailto:kohagan@yahoo.com]
Sent: Monday, January 07, 2013 10:18 PM
To: I-64 Peninsula Study
Subject: I-64 Expansion from 95 to Hampton

Hi and Happy New Year! Lets make 2013 the year I-64 gets expanded.

One of the greatest opportunities for economic growth in Virginia lies between its most populous city and its capital. The congestion is stunningly bad on an average day. If there is an accident the entire roadway is shut down.

It is a vital artery and its needs to be opened. Virginia needs to tell the world that it is open for business. The military cannot carry our water forever. Such an artery would generate enormous economic benefit.

Also, opening this up would hopefully end the need for three little dinky airports in the region. The lack of good service greatly hampers the ability of the region to attract new companies.

Opening up i-64 into a true superhighway could mean that air traffic gets consolidated at RIC. If that happens, then Southwest, and other nationwide carriers would provide the citizens of the region more non-stop flights to major cities throughout the US and possibly the world.

Perhaps you could consider the impact of Raleigh Durham Airport on the entire region. That is a great comparable to see the need for a consolidation of airports but connected by superhighway. I lived there. There was a non stop to London. Non stops to Chicago. Non Stops to Phoenix.

Please consider these thoughts in your study.

Thanks.

Kevin O'Hagan
O'Hagan LLC

kohagan@ohaganlaw.com

From: Carl Parra [cparra@englandertransport.com]
Sent: Thursday, November 29, 2012 3:17 PM
To: I-64 Peninsula Study
Subject: "I-64 Peninsula Study: Public Hearing Comments"
oppose efforts to convert non-tolled roads into toll facilities, we already pay to much taxes!!!!

--
Carl Parra

General Manager
Englander Transport Inc.
434-929-3321
434-929-6400 fax

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From: AV41198@aol.com
Sent: Sunday, December 09, 2012 5:46 AM
To: I-64 Peninsula Study
Subject: 64

PLEASE! It's overdue and need so to be done ASAP!

Rev. Anthony Proctor
Administrative Pastor
Greater Bethlehem Christian Assembly
360 Ivy Home Road
Hampton, Virginia 23669
gbcassembly.org

Simms, D. E. 'Renee' (VDOT)

From: Rhonda Toussaint [Rhonda.Toussaint@governor.virginia.gov]
Sent: Tuesday, April 02, 2013 10:22 AM
To: Simms, D. E. 'Renee' (VDOT)
Subject: Gregory L. Roberts CRM:0036263

Please prepare and send me a draft response to the constituent letter on behalf of the Secretary. When you send the response to me, please do so without changing the subject line.

(CRM Case Record: C13-104060-Y6X4S0)

Follow Up By: 4/8/2013 12:00 AM

Street Address 1: 2218 Buckingham Green

Street Address 2:

Street Address 3:

City: Newport News

State: VA

Zip: 23602

Phone Number(s):

757-968-5660

Fax Number:

E-mail Address(es):
gldm4robs@verizon.net

----- Original Message -----
From: Gregory L. Roberts
Received: 1/25/2013 9:07 AM
To: yy EadPortalGovCr
Subject: Freeway Expansion (Newport News-Williamsburg)

Governor, I live in the congested "Hampton Roads" area and leaving or entering this area can be a job traveling on Interstate 64 between Newport News and Williamsburg. There are several accidents that lead to death in some cases, because of the two lane configuration on this stretch of highway. Traffic in some cases comes to a standstill due to these accidents/fatalities. The reason this stretch needs to be widen is Ft. Eustis, state attractions (historic/scenic), shopping and other attraction such as Busch Gardens and Water Country. This stretch of highway is highly traveled by trucks and if you throw in the mixture of people moving slow because they are on

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their cell phones, the un-educated driver who refuses to move from the fast lane and enormous amount of traffic and you have a recipe for disaster. A freeway widening project needs to be funded and enacted as soon as possible, because the amount of drivers in this area is growing and the pressure valve (so to say) is about to blow a gasket.

From: John Jay Schwartz [jjschwartz@havesitewilltravel.com]
Sent: Monday, November 12, 2012 12:36 PM
To: Napier, Patsy G.
Subject: I-64 Public Hearing Notice

Please include me in these mailings, updates etc. Thanks I plan on attending december 13.
John Jay Schwartz, MCR, RPA
804-740-1555
VCU's 1st Ultimate RAM
www.HaveSiteWillTravel.com

Please excuse Blackberry typos!!!

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From: Rosanne Shalf [mailto:jrshalf@gmail.com]
Sent: Monday, November 19, 2012 7:08 PM
To: Richmond Info (VDOT)
Subject: tolls versus gas tax

Name: Rosanne Shalf
E-mail Address: jrshalf@gmail.com

COMMENT

I strongly urge you to adopt gas tax increases indexed to inflation rather than tolls on the interstates.

Locality Selected --
Hanover

From: Bart Singer [bart.a.singer@hotmail.com]
Sent: Wednesday, December 26, 2012 2:32 PM
To: I-64 Peninsula Study; nnies@wrallp.com
Cc: bart.a.singer@hotmail.com
Subject: I-64 Location Public Hearing Comments
To whom it may concern;

Unfortunately, I was unable to personally attend the public hearing in my area on December 11th. However, I did look through the materials posted online and would like to provide some comments.

First, I'd like to express my appreciation for making the materials available online and for allowing comments to be submitted through email.

There was a great deal of detail in the environmental impact statement. I cannot think of additional topics that should have been addressed. I am not familiar with the analysis methods used for making the predictions, but I assume that they are standard approaches used. I would have liked more explanation of the meaning of the analyses. There appeared to be detailed discussion only for those areas where some threshold levels were exceeded that required mitigations.

My instinctive preference is that no major changes be made. However, the predictions presented indicate that the situation will get increasingly worse. Hence, my preferred alternative involves more use of managed lanes. Currently I carpool several days each week with our usual route stretching from Lightfoot (234) to Victory (256). Although there is an HOV lane for a portion of the ride, the length of the HOV lane along our commute is too short and would require too many lane changes over a short distance to make it useful most of the time. If an HOV lane were available for a longer stretch of the road, we would probably use it much more often.

I am opposed to having tolls on the interstate. Depending upon the cost of the tolls, my carmates and I would consider looking for alternative routes.

Thank you for the opportunity to provide input.

Bart Singer
bart.a.singer@hotmail.com

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From: Philip Underwood [punderwoodsr@gmail.com]
Sent: Thursday, November 29, 2012 5:44 PM
To: I-64 Peninsula Study
Subject: Toll (tax) roads

Dont you think we owner ops pay enough in taxes. Use the money for what it was designed for instead of everything else. Politicians!!!!!! Once they get the hand in your door.... they try and get the rest of it in.

From: Bev Walker [bevwalker@verizon.net]
Sent: Monday, December 17, 2012 4:39 PM
To: I-64 Peninsula Study
Subject: I-64 widening

We are taxed to the brink and then you want to add tolls on to the roads! I say you realign and use the tax money you already get for the roads! This state is ridiculous with its taxing. It will do you no good to open more lanes and then slow them down again with tolls.

The city, state and federal government has to realize people are losing the battle out here. Our cost of living continues to go up without raises in pay. In fact more of are losing our jobs. Utilities continue to go up, and add on taxes. Oh and now we pay for the delivering of gas and water. Often more for the delivery than the actual gas used!

STOP!!!!!! It is too much!

No Tolls!!!!

APPENDIX H: COMMENTS ON THE DRAFT EIS

To: I-64 Peninsula Study Team

January 4, 2013

On behalf of the Williamsburg Area Council of Garden Clubs (WACGC)* Civic Beautification and Conservation Committee, I am writing to state our opposition to the widening of Interstate 64 in the Historic Triangle Area which consists of James City County and a portion of upper Bruton District of York County.

We commend VDOT on their thorough I-64 Peninsula Study. I along with several other Committee members attended your public hearings and spoke with several representatives of the study team. Your information was excellent and well presented.

The Committee strongly feels that virtually any of the proposed “alternative build” plans by VDOT would severely disturb the green spaces in the medium and the woodlands along the shoulder and would not be in the best interest of the area’s environmental issues. We have a great concern that the need to protect our wetlands that support the Chicahominy and York Rivers by far outweighs any of the other expressed rational for widening I -64 at this juncture. The Committee is suggesting instead that alternative routes be utilized and improved through our historic district. In the event that one of the plans is selected, we would agree that as much “green” space should be preserved as possible or replaced if and when any is destroyed during the construction phase.

Marijane Harper, President

donmiharper@verizon.net 757-565-7855

Williamsburg Area Council of Garden Clubs

*WACGC comprised of members of the following clubs:

- | | |
|---------------------------|--------------------|
| Berkeley GC | Governor’s Land GC |
| Brandon Woods GC | Green Spring GC |
| Colonial Heritage | Holly Hills GC |
| Dogwood GC of Queens Lake | Kingsmill GC |
| Ford’s Colony GC | Toano GC |
| Governor’s Land GC | Williamsburg GC |

From: Donald Harper [mailto:donmiharper@verizon.net]
Sent: Sunday, January 06, 2013 6:15 PM
To: I-64 Peninsula Study
Subject: I-64 Location Public Hearing Comments

On behalf of the Williamsburg Area Council of Garden Clubs (WACGC)* Civic Beautification and Conservation Committee, I am writing to state our opposition to the widening of Interstate 64 in the Historic Triangle Area which consists of James City County and a portion of upper Bruton District of York County. We commend VDOT on their thorough I-64 Peninsula Study. I along with several other Committee members attended your public hearings and spoke with several representatives of the study team. Your information was excellent and well presented. The Committee strongly feels that virtually any of the proposed “alternative build” plans by VDOT would severely disturb the green spaces in the medium and the woodlands along the shoulder and would not be in the best interest of the area’s environmental issues. We have a great concern that the need to protect our wetlands that support the Chicahominy and York Rivers by far outweighs any of the other expressed rational for widening I -64 at this juncture. The Committee is suggesting instead that alternative routes be utilized and improved through our historic district. In the event that one of the plans is selected, we would agree that as much “green” space should be preserved as possible or replaced if and when any is destroyed during the construction phase.

Marijane Harper, President
Williamsburg Area Council of Garden Clubs
*WACGC comprised of members of the following clubs:
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Colonial Heritage Holly Hills GC
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Ford’s Colony GC Toano GC
Governor’s Land GC Williamsburg GC

APPENDIX H: COMMENTS ON THE DRAFT EIS

<div><div>3308 North Prospect Street Colorado Springs, CO 80907</div><div><div>Nicholas Nies Project Manager Virginia Department of Transportation 1401 East Broad Street Richmond, VA. 23219</div><div>11 December, 2012</div><div>EIS: 20120349</div><div>Dear Mr. Nies,</div><div>Interstate 64 Peninsula Study Comment</div><div><p>Having lived for twelve years in the Hampton Roads area of Virginia during the 60's and 70's, and after recently visiting, there is a definite need for improvements along the Interstate 64 corridor from Richmond to Hampton. The interstate has grown considerably over the years from a two lane highway to the present situation in where there are as many as four lanes along various stretches of the corridor. However, the volume of traffic has increased to the point where the existing roadways are inadequate, causing extreme congestion issues, safety concerns due to the aging design, structural deficiencies, and crash rates which exceed the statewide averages in many areas compared to similar roadway systems (Va. Dept. of Transportation 2012). Many of the suggested improvements in the no-build alternative of the Interstate 64 Peninsula Study, including enhancing existing transit options, encouraging commuters to carpool/vanpool through educational campaigns, and promotion of staggered work hours and/or telecommuting would be ideal, nonetheless this only addresses a fraction of the traffic volume. The inadequate roadway capacity hinders military troops and supply between facilities as well as freight traffic which is expected to increase by 50% due to expansion and improvement from the port of Virginia (Cambridge Systematics 2010).</p><p>After reading the Interstate 64 Peninsula Study, as part of the draft environmental impact statement, I support Alternative 3 for a variety of reasons. Alternative 3 offers flexibility in reversible and managed lanes, increase in general purpose lanes, and minimal impact to the environment as compared to alternatives 1A/1B and 2A/2B. Currently at Metropolitan State University of Denver, I am studying Conservation Biology, Invertebrate Zoology, and Botany, and have become critically aware of the decline in populations of both plants and animals on all levels from state to global. Although the human population continues to grow and expand into every corner of the planet that can not be said for most other living organisms, especially those that have to share space with people. Alternative 3 has an area foot print at the widest section, between exit 258 and 264, of approximately 177 feet. Alternatives 1A and 2A have an area footprint of approximately 208 feet in that section and a much higher area footprint in the other sections of the corridor (Cambridge Systematics 2010).This footage difference of 31 feet or greater depending on the section of roadway will directly affect endangered or threatened species or habitats along the various sections of interstate roadway. This does not include the increased amount of construction disturbance that will take place if an alternative that includes widening is chosen (Va. Dept. of Transportation 2012).</p></div></div></div>	<div><p>There are several state and federal threatened and endangered species that could be potentially affected by the expansion and improvement of the I64 corridor. Among these are the Loggerhead sea turtle, Small whorled pogonia, Swamp pink, Piping plover, Sensitive joint-vetch, and the Atlantic sturgeon which are on the federal threatened and endangered species list (Townsend 2009; Roble 2010). There are also many species that are on Virginia's state threatened and endangered list. Some of these species are in the immediate vicinity of the project corridor and will require special coordination between agencies to protect them. Keeping the interstate as narrow as possible while still achieving the goals necessary will help to maintain and preserve the various species habitat and therefore the populations. By widening the roadway the construction area expands as well, increasing the potential to affect threatened or endangered species or habitats along the project corridor.</p><p>Another advantage that alternative 3 has over 2A and 2B is managing and reversibility of the lanes as opposed to tolling all lanes. By choosing managing the lanes over tolling them you keep more of the traffic on the interstate and off of the side roads. The diversions created by implementing tolls would cause increased congestion on side roads, potential disturbance of more plant and animal species than already exists in the newly exposed sections of road, and increased emissions due to lower speeds and higher traffic volumes on the alternate route taken. Both Alternatives 1A/1B and 2A/2B have proposed typical sections that show 12-foot wide travel lanes along with 12-foot wide shoulders on both the outside and median side and based on the conceptual engineering performed for less than 10% or 13 miles of the 150 mile I-64 corridor (75 miles in each direction) may require additional right of way for the mainline widening improvements. Based on the conceptual engineering performed for Alternative 3, approximately 2%, or 3 miles may require additional right of way for the mainline widening improvements (Va. Dept. of Transportation 2012). There is a difference of approximately 10 miles between Alternative 3 and the other proposed alternatives of potential mainline widening improvements. Any amount of habitat that can be left undisturbed is significant with regards to threatened or endangered species or habitats.</p><p>All of the Build Alternatives have the potential to affect threatened or endangered species or habitats along the corridor and although ideally the No-Build Alternative would create the least disturbance of the areas in question, the Interstate 64 corridor must be improved to meet the growing concerns for travelers along the corridor. Given the anticipated traffic volume increase and the number of roadway deficiencies throughout the corridor due to wear and tear on the corridor infrastructure, improving and expanding the roadway is essential. I believe that Alternative 3 offers many benefits that the other four alternatives lack and will potentially affect the least amount of threatened or endangered species or habitats of all the alternatives that have been proposed in the environmental impact study. Thank you for your consideration in this very important matter.</p><div>Sincerely,</div><div><div>Kelly Wise kwise5@msudenver.edu 719-330-9552</div></div></div>
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APPENDIX H: COMMENTS ON THE DRAFT EIS

References

Cambridge Systematics, Inc. 2010. Interstate 64 Multimodal Corridor. Virginia Statewide Multimodal Freight Study, Final Report:
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Roble, S. 2010. Natural Heritage Resources of Virginia: Rare Animals. Virginia Department of Conservation and Recreation:
http://www.dcr.virginia.gov/natural_heritage/documents/anlist2010.pdf

Townsend, J. 2009. Natural Heritage Resources of Virginia: Rare Plants. Virginia Department of Conservation and Recreation:
http://www.dcr.virginia.gov/natural_heritage/documents/plantlist09.pdf

Virginia Department of Game and Inland Fisheries. 2011. Special Legal Status Faunal Species in Virginia:
<http://www.dgif.virginia.gov/wildlife/virginiatescspecies.pdf>

Virginia Department of Transportation. 2012. Alternatives Development Technical Memorandum:
http://www.virginiadot.org/projects/resources/hampton_roads/64_deis/Alternatives_Development_Technical_Memorandum_10-25-12.pdf

From: Terence at CRS [twehle@crswebsite.com]
Sent: Wednesday, December 12, 2012 8:30 AM
To: I-64 Peninsula Study
Subject: I 64 Location public hearing
An immediate and inexpensive solution to traffic congestion:

I would recommend "stay in right lane except for passing" and/or "trucks in right lane only except for passing".
This works very well along a number of highways on the east coast.

One slow motorist in the left lane on 64 can cause dangerous conditions and a long back up.
Two trucks, side by side, cause long backups as well and limit visibility.
A slow truck in the left lane is dangerous to pass on the right because the truck driver can't see you well.

Thank you!

Terence Wehle
412 Harriet Tubman Drive
Williamsburg VA 23185

APPENDIX H: COMMENTS ON THE DRAFT EIS

Page 1 of 1

I-64 Peninsula Study

From: Loghertrucker28 [loghertrucker28@gmail.com]


Sent: Tuesday, January 01, 2013 5:15 PM

To: I-64 Peninsula Study

I am opposed to more tolls. Truckers are already paying more than their share of road tax!!!

Sent from my U.S. Cellular® Smartphone

1/2/2013



INTERSTATE 64

PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

183

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes

☒ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside

☐ General purpose lanes widening to the inside

☐ Full toll lanes widening to the outside

☐ Full toll lanes widening to the inside

☐ Managed lanes

None of the above

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes

☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes

☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS | Page 75

6. How useful did you find the displays for understanding the study?

7. What other information would you like to know?

Somewhat. Need Keys
similar to maps.

Please provide any additional comments you would like the study team to have.

1. Contract oversight must be strict with requirements specifically stated. Strict timelines with incentives/penalties for contractors and development.

2. Focus improvement on High congestion areas. If only portions can be developed because of monies, focus on area improvements from Jefferson Ave (Hampton) past Williamsburg.

3. Address the HRBT. Widening I-64 is mute if you do not address the HRBT crossing/bottleneck. They go hand in hand. HRBT is the reason I-64 backs up due to inability to cross. It's a public safety issue as well. Even with all lanes redirected westbound, in the event of a Hurricane evacuation, those 4 lanes are not enough to handle traffic. People would die.

Please provide your name and address (optional)

Name: Robin Amick Email: arnoldamick@hotmail.com
Address: 204 Powhatan Secondary Rd
Williamsburg, Va 23188 Phone: (757) 229-0487
cell (757) 869-8178

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to:
I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>Somewhat. A Key is required to explain, Reference Keys used on maps.</i></p>	<p>7. What other information would you like to know?</p> <p><i>- Timelines</i> <i>- Courses of Action's</i> <i>- Contract specifications</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>1. Believe your Courses of Action (i.e. alternatives) are incomplete and inadequate. Do not fully meet requirements of Va. residents. Additional Business Analysis is required.</i> <i>- Point = anything less than 3 to 4 lanes both in East & West bound would continue to exacerbate the issue and not solve congestion problems. Continue to create bottlenecks.</i> <i>Recommend additional discussion and review.</i> <i>2. NO Tolls or New Taxes! Utilize funds already taxed and focus on taxes on this area instead of sending them to address building in Northern Va.</i> <i>3. HOV lane or HOT lanes will not solve congestion and will cause additional confusion/problems.</i> <i>KEEP IT SIMPLE: 4 lanes each side from Jefferson Ave to I-95.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Robin Amick</i> Email: <i>arnoldamick@hotmail.com</i> Address: <i>204 Powhatan Secondary</i> Phone: <i>(757) 229-0487</i> <i>Williamsburg, Va 23188</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
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<p>VDOT Virginia Department of Transportation</p> <p>INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT</p> <p>STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING</p>	<p style="text-align: right;"><i>383</i> COMMENT FORM</p> <p>VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.</p>
<p>1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If not, what do you feel needs further study?</p>	
<p>2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?</p> <p><input type="checkbox"/> General purpose lanes widening to the outside <input type="checkbox"/> General purpose lanes widening to the inside <input type="checkbox"/> Full toll lanes widening to the outside <input type="checkbox"/> Full toll lanes widening to the inside <input checked="" type="checkbox"/> Managed lanes</p> <p style="text-align: right;"><i>none of the ones listed. Need more options.</i></p>	
<p>A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>(Continued on the back)</p>	

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p>7. <u>KISS! KEEP it simple Silly.</u></p> <p>a. <u>No Buslanes HOT lanes</u></p> <p>b. <u>No HOV lanes</u></p> <p>c. <u>3 to 4 lanes both East+West bound from Jefferson to Richmond</u></p> <p><u>nothing fancy, just lanes</u></p> <p>d. <u>No new taxes</u></p> <p>e. <u>no Easy Pay</u></p> <p>f. <u>address the HRBT which is one of the main reasons it backs up.</u></p> <p>g. <u>address the most congested areas first.</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Robin Amick</u> Email: <u>arnoldamick@hotmail.com</u></p> <p>Address: <u>204 Powhatan Secondary Rd</u> Phone: <u>(757) 229-0487</u></p> <p><u>Williamsburg, Va 23188</u> <u>(757) 869-8178</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

<p>VDOT Virginia Department of Transportation</p> <p>INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT</p> <p>STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING</p> <p>VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.</p>	<p>COMMENT FORM</p> <p>1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If not, what do you feel needs further study?</p> <p><u>Both issues because they are both vital to Hampton Roads area. Natural Resources and historical properties need to be considered and not disturbed for man's progress.</u></p> <p>2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?</p> <p><input checked="" type="checkbox"/> General purpose lanes widening to the outside</p> <p><input type="checkbox"/> General purpose lanes widening to the inside <u>Do not destroy the median !!!</u></p> <p><input type="checkbox"/> Full toll lanes widening to the outside</p> <p><input type="checkbox"/> Full toll lanes widening to the inside</p> <p><input type="checkbox"/> Managed lanes</p> <p>A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><u>If kept to a reasonable minimum. Otherwise No !!!</u></p>
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(Continued on the back)

6. How useful did you find the displays for understanding the study?

Displays are very useful
and easily understandable.
Color helps as well.

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

Please provide your name and address (optional)

Name:

Nancy Anderson

Email:

nanderson92@verizon.net

Address:

6 Saxon Lane
Newport News, VA

Phone:

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

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If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

very useful

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

I have driven this corridor for almost 30 yrs traffic has increased exponentially. At peak times lanes are bumper to bumper and HOV lanes are still not used. Major interchange problems are Ft Austins & Rt 199 (both) as well as Camp Pearry at times. I live off Rt 60 in New Kent and have concerns of that being bypass to tolls.

Please provide your name and address (optional)

Name: CONNIE BENNETT Email: conmarcbennett@aol.com


Address: 15511 RIVER BEND TR LANE VA 23089

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

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INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☒ Yes ☐ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☒ General purpose lanes widening to the outside
☒ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

EITHER WILL BE FINE

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☒ No I-64 MUST BE IMPROVED/WIDENED.

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☒ No TOLLS IS JUST ANOTHER NAME FOR "TAX". I WOULD PREFER TO PAY HIGHER GAS TAX. (Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

VERY GOOD

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

I-64 NEEDS TO BE IMPROVED AS SOON AS POSSIBLE!
I DRIVE I-64 EVERY DAY. PARTICULAR AREAS THAT NEED IMMEDIATE IMPROVEMENT:
• FORT EUSTIS INTERCHANGE (IT SEEMS LIKE THERE IS AN ACCIDENT EVERY DAY)
• I-64 WB NEAR JEFFERSON... WHERE 5 LANES NECK DOWN TO 2 LANES. BACK-UPS CAN SOME TIME LAST 20 MINUTES TO GO 2 MILES.

Please provide your name and address (optional)

Name: STEVE CHAPIN

Email: STEVE.CHAPIN75@gmail.com

Address: 221 YORKSHIRE DR

Phone: 540.529.8536

WILLIAMSBURG, VA 23185

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glén Allen, VA 23060

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VDOT

Virginia Department of Transportation

INTERSTATE 64

PENINSULA STUDY

ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101

LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes

☒ No

If not, what do you feel needs further study?

NEED TO BETTER ADDRESS COMMUNITY ISSUES

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☒ General purpose lanes widening to the outside 1st CHOICE

☐ General purpose lanes widening to the inside 2nd CHOICE

☐ Full toll lanes widening to the outside

☐ Full toll lanes widening to the inside

☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes

☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes

☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS | Page 81

6. How useful did you find the displays for understanding the study?

SOMewhat useful

7. What other information would you like to know?

MORE ABOUT WIDENING IT
IN PHASES

Please provide any additional comments you would like the study team to have.

NEED TO WIDEN FROM JEFFERSON TO LEE HALL ASAP.

PLEASE TO IMPROVE EXISTING ON/OFF RAMP IN
HAMPTON AREA - TOO MUCH WEAVING

HOW CAN I TRUST VDOT AFTER THE SEP 15th
TRAFFIC-BLOCKED INCIDENT?

Please provide your name and address (optional)

Name: MIKE CORLEY

Email: CORLEYMICHAEL@AOL.COM

Address: 190 WATER PRINCE LN

Phone: 757-727-3458

SMITHFIELD VA 23430

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.


I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to:
I-64PeninsulaStudy@mccormicktaylor.com. When
submitting electronically, please reference "I-64
Location Public Hearing" in the subject line.

If you have additional questions concerning this
study, please contact VDOT's Project Manager
Mr. Nicholas Nies at nnies@wrallp.com.


APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p style="margin-left: 20px;"><u>VERY</u></p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<p>7. What other information would you like to know?</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>						
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>TO PRESERVE THE CHARACTER OF THIS MAJOR GATEWAY INTO THE HISTORIC TRIANGLE, IT IS IMPORTANT THAT ANY WIDENING OF I-64 BE TO THE OUTSIDE. I LIVE FAIRLY CLOSE TO I-64 BUT DON'T OBJECT TO THE IDEA OF BRINGING THE INTERSTATE CLOSER TO MY HOME BECAUSE I KNOW THERE WILL SOUNDWALLS INCORPORATED TO MITIGATE THE NOISE IMPACTS.</u></p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>							
<p>Please provide your name and address (optional)</p> <table style="width: 100%;"> <tr> <td style="width: 50%;">Name: <u>TIMOTHY CROSS</u></td> <td style="width: 50%;">Email: _____</td> </tr> <tr> <td>Address: <u>109 HOLLOWAY DRIVE</u></td> <td>Phone: _____</td> </tr> <tr> <td><u>WILLIAMSBURG VA 23185</u></td> <td></td> </tr> </table>		Name: <u>TIMOTHY CROSS</u>	Email: _____	Address: <u>109 HOLLOWAY DRIVE</u>	Phone: _____	<u>WILLIAMSBURG VA 23185</u>	
Name: <u>TIMOTHY CROSS</u>	Email: _____						
Address: <u>109 HOLLOWAY DRIVE</u>	Phone: _____						
<u>WILLIAMSBURG VA 23185</u>							
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>1-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> </div> <div style="width: 45%;"> <p>If you prefer, you can e-mail information to: 1-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p> </div> </div>							



INTERSTATE 64

PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes
☐ No

If not, what do you feel needs further study?
2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☒ General purpose lanes widening to the outside

☐ General purpose lanes widening to the inside

☐ Full toll lanes widening to the outside

☐ Full toll lanes widening to the inside

☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?


☐ Yes
☒ No
3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes
☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>Fine, effective, very helpful</i></p>	<p>7. What other information would you like to know?</p> <p><i>Look forward to more detail on the geometrics and p.o.w. impact on the City Richmond portion.</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>I'm confident the general concern from the City will be focused on the row, take, and resulting impact on neighborhoods, businesses, churches, etc. As you move ahead, focus should be on mitigating these impacts, in order to gain support.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Thomas Flynn, PE, PTOE</i> Email: <i>thomas.flynn@richmond.gov.com</i></p> <p>Address: <i>900 E. Broad, 7th floor</i> Phone: <i>804 646-3435</i></p> <p><i>Richmond, VA 23219</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	



Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY
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☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes
☒ **NONE**

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☐ Yes
☐ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes
☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

DIFFICULT TO UNDERSTAND

7. What other information would you like to know?

SEE BELOW

A major holdup for years has the Hampton Roads Bridge Tunnel and in summer it is almost impossible to plan departure on time from the Norfolk Airport. We have in the past resorted to the James River Bridge. In addition we have made arrangements to stay at a Motel overnight near the Norfolk Airport in order to catch an early flight.

Please provide any additional comments you would like the study team to have.

Having been trapped on 64 between Newport News and Williamsburg, it becomes apparent that extra lanes would help. Usually local residents avoid 64 during high traffic times. Frequently, if possible we avoid 64 at hours when people are going to work or coming home in the evening. We have frequently gotten off of 64 if access to Jefferson or Warwick boulevard was available.

Extra lanes leading to exits would help. It is possible that widening the road such as has been done through the lower part of Newport News and Hampton would probably be advisable.

It is not known how much alleviation would be necessary near Richmond.

However we have never experienced any holdups between Williamsburg and Richmond. and do not believe it is necessary to widen entire 64 at this time. Fix the Hampton Roads Bridge Tunnel, a 20 Year problem.

Please provide your name and address (optional)

Name: Gordon T. Galow

Email: raggalow@verizon.net

Address: 296 East Queens Drive

Phone: 757-2292558

Williamsburg, VA 23185

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

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VDOT

Virginia Department of Transportation

INTERSTATE 64

PENINSULA STUDY

ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101

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☐ Yes

☐ No

If not, what do you feel needs further study?

LEVEL OF SERVICE I-64 EAST FROM I-295 TO JCC LINE.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside

☒ General purpose lanes widening to the inside

☐ Full toll lanes widening to the outside

☐ Full toll lanes widening to the inside

☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes

☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes

☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS | Page 86

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>Very Helpful</u></p>	<p>7. What other information would you like to know?</p> <p><u>Cost per mile -</u></p> <p><u>Cost per interchange</u></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>WIDEN I-64 FROM JEFFERSON AVE. TO RT 199. RE-BUILD FT. EUSTIS INTERCHANGE IMMEDIATELY.</u></p> <p><u>That will solve 90% of the problem!</u></p> <p><u>COST \$220 M - SAVE YOUR BILLIONS!</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Chris Henderson</u> Email: <u>CRG757E AOL.COM</u></p> <p>Address: <u>101 Keystone</u> Phone: _____</p> <p><u>Williamsburg VA</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

<p>VDOT Virginia Department of Transportation</p> <p>INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT</p> <p>STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING</p> <p>VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.</p>	<p style="text-align: right;">COMMENT FORM</p> <p>1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, what do you feel needs further study?</p> <p>2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?</p> <p><input checked="" type="checkbox"/> General purpose lanes widening to the outside</p> <p><input checked="" type="checkbox"/> General purpose lanes widening to the inside > combo</p> <p><input type="checkbox"/> Full toll lanes widening to the outside</p> <p><input type="checkbox"/> Full toll lanes widening to the inside</p> <p><input type="checkbox"/> Managed lanes</p> <p>A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p style="text-align: right;">(Continued on the back)</p>
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APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <i>very useful</i></p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>Widening project should be broken/divided into 3 or 4 phases to increase chances to obtain funding. One phase at a time for example.</i></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Michael King</i> Email: <i>mking@nngov.com</i></p> <p>Address: <i>City of NN</i> Phone: <i>757-926-8074</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☐ Yes
☐ No

If not, what do you feel needs further study?

I FEEL SOUND HAS NOT BEEN MET. BARRIERS SHOULD BE A PART OF THE ENVIRONMENTAL IMPACT FOR HOMES LOCATED CLOSE THE HIGHWAY.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☒ Full toll lanes widening to the outside
☒ Full toll lanes widening to the inside
☐ Managed lanes

WILL NEED TO USE BOTH INSIDE AND OUTSIDE. TOLLS IS THE ONLY WAY TO MEET COST

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes
☒ No


3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes
☐ No

(Continued on the back)


APPENDIX H: COMMENTS ON THE DRAFT EIS

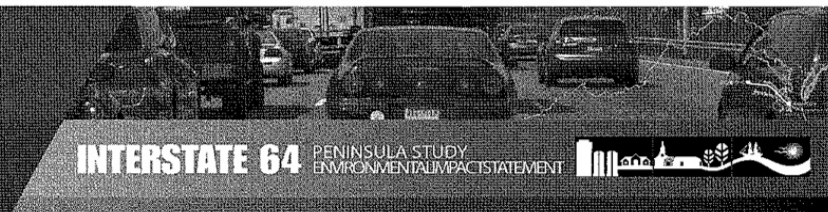
<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><i>I Feel Tolls would Require other STATE RESIDENTS ASSIST IN PAY FOR HIGHWAYS TO AND FROM N.R. OUTER BANKS, AND LARGE TRUCKS who do most of the DAMAGE ASSIST IN REPAIRS. V.R. INVA TAX PATERS should NOT be RESPONSIBLE FOR FULL COST OF CONSTRUCTION AND MAINTENANCE FULL TAX would HARDLY MAKE A dent IN COST</i></p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>BASCOE LEANSTER</i> Email: _____</p> <p>Address: <i>4224 CEDAR POINT LN</i> Phone: <i>757-566-4668</i></p> <p><i>WILLIAMSBURG, 23188</i></p>	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> </div> <div style="width: 45%;"> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p> </div> </div>	



INTERSTATE 64

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 ☐ No

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☐ Yes
 ☒ No

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☒ Yes
 ☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Fair - some were difficult to understand

7. What other information would you like to know?
timeline if approved

Please provide any additional comments you would like the study team to have.

I feel its important to keep the tree lined median along I-64 between Lee Hall - Richmond - Need to start in the area - Newport News to exit 242 first, appears to be the congestion is the worst along that 12-15 mile area. Also important to notify residents of potential impact or loss of homes due to this project. (Right of Way Relocation)

Please provide your name and address (optional)

Name: Andy Lunsford
Address: 113 Low Ridge Road
Williamsburg, VA 23185


Email: aluns4d@gmail.com
Phone: (757) 259-6869

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.


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c/o McCormick Taylor, Inc.
North Shore Commons A
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I WOULD SUPPORT AN
ENGINEER'S DECISION AS
TO WHICH OF THESE 3 METHODS
DO HANDLES MOST TRAFFIC.
WE NEED ADDITIONAL CAPACITY
IN THE CORRIDOR.

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☒ No
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☒ Yes ☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>VERY USEFUL & EASILY UNDERSTOOD</u></p>	<p>7. What other information would you like to know?</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>I PREFER WIDENING TO THE INSIDE UTILIZING THE MEDIAN TO FULL EXTENT.</u></p> <p><u>I WOULD LIKE TO SEE ARCHITECTURAL FEATURES USED TO DENOTE THE HISTORICAL SIGNIFICANCE OF CORRIDOR.</u></p> <p><u>PROVIDE RELIEF ON BRIDGE ABUTMENTS TO DEDICATE YORKTOWN - WILLIAMSBURG - SATEMETOWN.</u></p> <p><u>FUND IMPROVEMENTS WITH TOLLS AND ENERGY FEES. LET THE USER PAY FOR IMPROVEMENTS.</u></p> <p><u>FROM EXIT 231 I WOULD SUPPORT \$5 TOLL TO RICHMOND AND \$10 TOLL TO VA BEACH.</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>GARY MASSIE</u> Email: <u>GARY.MASSIE@TSBARR.COM</u></p> <p>Address: <u>8644 MERRYDALE AVE</u> Phone: <u>757-645-4870 EXT 202</u> <u>ROANOKE VA 23168</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

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☒ Yes
 ☐ No

If not, what do you feel needs further study?

IT APPEARS SO.
- There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

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}

WHEREVER LAND AVAILABLE

(HOV + TOLL IF POSSIBLE) FREEDOM OF CHOICE

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☐ Yes
 ☒ No
- Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes
 ☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study? <u>VERY INFORMATIVE.</u></p>	<p>7. What other information would you like to know? <u>NONE</u></p>
<p>Please provide any additional comments you would like the study team to have. <u>GENERALLY OPPOSED TO TOLLS UNLESS IN ONE MANAGED LANE.</u></p>	
<p>Please provide your name and address (optional):</p> <p>Name: <u>THOR S. PRYBYLA</u> Email: <u>isprybyla@cox.net</u></p> <p>Address: <u>5 PAGE PLACE</u> Phone: <u>757 868-8412</u> <u>POQUOSON VA 23662</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?
☒ Yes ☐ No
If not, what do you feel needs further study?
2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?
☒ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?
☐ Yes ☒ No
3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?
☒ Yes ☐ No

(Continued on the back)

6. How useful did you find the displays for understanding the study?

~~Yes~~ Helpful - but the drawings of lane proposals could be larger.

7. What other information would you like to know?

ARE Different designs
Safer for drivers/pedestrians
than others?

Please provide any additional comments you would like the study team to have.

Keep the Medians - Look better for tourists + for people thinking of moving their business to the area.

Design toll booths for minimum delays.

Make Merging lanes easier to use.

Please provide your name and address (optional)

Name: David Rex

Email:

Address: 412 Hempstead Rd

Phone: 757-254-1989

Williamsburg, VA 23188

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

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I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

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APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>Very useful. I really liked the display that showed future traffic growth.</i></p>	<p>7. What other information would you like to know?</p> <p><i>It would have been helpful to have some idea as to the cost of each alternative.</i></p>
<p>Please provide any additional comments you would like the study team to have.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	
<p>Please provide your name and address (optional)</p> <p>Name: <i>Tom Sheppard</i> Email: <i>TShep@Cox.net</i></p> <p>Address: <i>131 Chingquapin Orch</i> Phone: _____ <i>Yorktown, VA 23693</i></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

<p>STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING</p>	<p>COMMENT FORM</p>
<p>VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.</p>	
<p>1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If not, what do you feel needs further study?</p> <p><i>It will affect a big impact on commercial vehicles and everybody else.</i></p>	
<p>2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?</p> <p><input type="checkbox"/> General purpose lanes widening to the outside <input type="checkbox"/> General purpose lanes widening to the inside <input type="checkbox"/> Full toll lanes widening to the outside <input type="checkbox"/> Full toll lanes widening to the inside <input type="checkbox"/> Managed lanes <input checked="" type="checkbox"/> No IA</p> <p>A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>(Continued on the back)</p>	

6. How useful did you find the displays for understanding the study?

OK

7. What other information would you like to know?

Why we have HOV lanes
but they are always closed
These lanes should be open
to create more opening
for congestion

Please provide any additional comments you would like the study team to have.

Find another way to find funds instead having tolls.
Tolls is going to affect the trucking industry
Every citizen get tax on everything they own. Used
that to fix the problem on this area. Instead putting
tolls. Tolls are not the resolution.

Please provide your name and address (optional)

Name: ISRYAN SIMONS

Email: CLASSIC_R7@hotmail.com

Address: 109 WATTS DRIVE

Phone: 757-272-5620

Hampton, VA 23666

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.

If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>Very</u></p>	<p>7. What other information would you like to know?</p> <p><u>How quickly we can get key stages of the project started</u></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>1. As soon as possible begin widening from Jefferson Ave to Ft Fish's Blvd</u></p> <p><u>2. While inside (median) widening would probably work best in most areas, because around Williamsburg it may be best to consider outside lanes to keep the character of the area intact (between Busch Gardens and Crocker/Norfolk)</u></p> <p><u>3. Total security of the 199 (Custer County End) interchange may be needed to avoid slower traffic merge on the incline</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Don Spooner</u> Email: <u>spoone@seco.net</u></p> <p>Address: <u>104 Camelot Crescent</u> Phone: <u>757-291-9259</u></p> <p><u>Yorktown VA 23693</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT: 0064-M11-002; P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☒ Yes
 ☐ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☒ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes
 ☒ No
3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes
 ☐ No


(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>James A. Strickland</u> Email: <u>Chartenest@comcast.net</u></p> <p>Address: <u>11804 Summer Stream Dr</u> Phone: <u>615-812-4640</u></p> <p style="margin-left: 40px;"><u>Richmond VA 23233</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p style="margin-left: 40px;">I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p style="margin-left: 40px;">If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p style="margin-left: 40px;">If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	


<p>VDOT Virginia Department of Transportation</p> <p>INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT</p> <p>STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING</p> <p>VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.</p>	<p style="text-align: right;">COMMENT FORM</p> <p>1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, what do you feel needs further study?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?</p> <p><input checked="" type="checkbox"/> General purpose lanes widening to the outside</p> <p><input type="checkbox"/> General purpose lanes widening to the inside</p> <p><input type="checkbox"/> Full toll lanes widening to the outside</p> <p><input type="checkbox"/> Full toll lanes widening to the inside</p> <p><input type="checkbox"/> Managed lanes</p> <p>A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>(Continued on the back)</p>	

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>DISPLAYS ARE HELPFUL.</u> <u>SOME EXPLANATIONS ON THEM</u> <u>ARE LACKING IN CLARITY.</u></p>	<p>7. What other information would you like to know?</p> <p><u>ADDITIONAL PROGRAMS VDOT</u> <u>WOULD/WILL IMPLEMENT IN</u> <u>THE INTERIM (PUBLIC EDUCATION,</u> <u>IMPROVED DYNAMIC MESSAGING,</u> <u>ETC.) THAT MAY FURTHER</u> <u>REDUCE CONGESTION, IMPROVE</u> <u>DRIVER AWARENESS, AND</u> <u>PROMOTE SAFETY, UNTIL</u> <u>CONSTRUCTION OF IMPROVEMENTS.</u></p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>SEE ABOVE.</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>MARK SWILLEY</u> Email: <u>swilleym@cox.net</u></p> <p>Address: <u>119 SHENANDOAH RD</u> Phone: <u>(757) 876-9206</u> <u>HAMPTON VA 23661</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	



INTERSTATE 64

PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☒ Yes
 ☐ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☒ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes
 ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes
 ☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>Displays were very useful</u></p>	<p>7. What other information would you like to know?</p> <p><u>possible phase considerations</u> <u>possible time line beyond 2014</u> <u>from start to completion</u></p>
<p>Please provide any additional comments you would like the study team to have.</p>	
<p>Please provide your name and address (optional)</p> <p>Name: <u>Ryan Van Booven</u> Email: <u>Ryan.VanBooven@gmail.com</u></p> <p>Address: <u>571 Diplomat Ct. Apt 2</u> Phone: <u>757-2432821</u></p> <p><u>Newport News, VA 23608</u></p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p> <p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	

<p>VDOT Virginia Department of Transportation</p> <p>INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT</p> <p>STATE PROJECT: 0064-M11-002, P101 LOCATION PUBLIC HEARING</p> <p>VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.</p>	<p>COMMENT FORM</p> <p>1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If not, what do you feel needs further study?</p> <p><u>Can rail - both intercity & commuter - provide relief at levels that would reduce or eliminate road widening requirements?</u></p> <p><u>Can the project be phased to make it affordable w/o tolls? What are the most critical segments?</u></p> <p><u>If tolled, how will diversion to parallel roads be managed?</u></p> <p>2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?</p> <p><input checked="" type="checkbox"/> General purpose lanes widening to the outside — however, widening to the inside east of Exit 242 would be acceptable so would west of Exit 200</p> <p><input type="checkbox"/> General purpose lanes widening to the inside</p> <p><input type="checkbox"/> Full toll lanes widening to the outside</p> <p><input type="checkbox"/> Full toll lanes widening to the inside</p> <p><input type="checkbox"/> Managed lanes</p> <p>A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <u>But no one could tell me what the "projects currently programmed in VDOT's Six-Year Improvement Program" are.</u></p> <p>3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <u>Perhaps, but would have to make a far, far better business case and a better deal if done as a PPTA than either ERT or 460 projects.</u></p> <p style="text-align: right;">(Continued on the back)</p>
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APPENDIX H: COMMENTS ON THE DRAFT EIS | Page 101

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

Very useful, although the layout and legend took some getting used to.

7. What other information would you like to know?

N/A

Please provide any additional comments you would like the study team to have.

Would welcome a public forum where VA residents are able to participate in a Q&A session following a VDOT seminar.

Please provide your name and address (optional)

Name: _____ Email: _____


Address: _____ Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

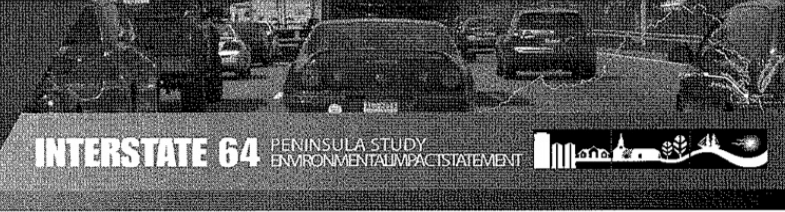
I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

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INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT



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☐ Yes ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS | Page 102

<p>6. How useful did you find the displays for understanding the study?</p> <p><i>Some what useful</i></p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<p>7. What other information would you like to know?</p> <p><i>All funding alternatives that are being considered.</i></p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<p>Please provide any additional comments you would like the study team to have.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	
<p>Please provide your name and address (optional)</p> <p>Name: _____ Email: _____</p> <p>Address: _____ Phone: _____</p> <p>_____</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	
<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>	